ing of the Government in this matter because there seems to be a schism on the thinking of the Government in this matter.

SHRI M. L. FOTEDAR : Perhaps the hon. Member is aware that as far back as 1965 a decision was taken that doctors should not go abroad because there would be brain-drain. We have been just investing so much. Now this policy requires a review in the changed situation. I am at it, and as soon as we come to some conclusion, I will move the Cabinet so that some review is there and that the difficulty some of the people are facing is redressed.

DR. JINENDRA KUMAR JAIN : Doctors do not go to villages, and this is a real problem. But the fault lies in the fact that the medical education that we have in this country ....

SHRI AJIT P. K. JOGI : Dr. Jain has never gone to a village.

DR. JINENDRA KUMAR JAIN : I come from a village. You are very grossly misinformed. (*Interruptions*)

Sir, the Health Ministry is aware of the fact that there is a need to have a reorientation of medical education, and at the Cabinet level it has been identified. In fact, there is a Committee on ROME (Reorientation of Medical Education) that was set up by the same Health Ministry. I would like to know from the hon. Minister whether he has tried to set up a single medical college in the country which will impart appropriate medical education, which will bring out doctors who can work in the rural areas. The present kind of medical education is producing doctors who are not fit for them, and the kind of things that are taught are not relevant to our rural conditions.

M. L. FOTEDAR : Sir, so far as reorientation of the medical education is concerned, I have appointed a committee under Dr. Bajaj, and we are awaiting the report of this Committee. As soon as the report is available, then, we will examine it, and then I will be able to say something clearly.

DR. JINENDRA KUMAR JAIN : Till such time that you are suffering with your own inefficiency, just don't make a unilateral statement that doctors do not go to villages. The fault lies with the system.

Reconditioning of Railway Couches

*102. DR. RATNAKAR PANDEY†:
SHRI BEKAL UTSAHI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a large number of railway coaches have been lying in the railway workshops since long; if so, the details thereof; and

(b) the steps Government propose to take to recondition the coaches to make them useful ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir. There are 60 coaches which are lying in workshops for repairs for over three months.

(b) These coaches are expected to be reconditioned and put on line over the next two months.

डा. रत्नाकर पाण्डेय : माननीय सभापति जी, माननीय मंत्री जी ने जो उत्तर दिया है, इसमें अंग्रेजी में जो उत्तर दिया है, उसमें 60 कोचेज लिखा गया है और हिन्दी में जो उत्तर दिया गया है, उसमें 60 सवारी डिब्बे लिखे गए हैं ।

कोच का अनुवाद डिब्बा होता है रेल का, सवारी और माल डिब्बे का फर्क होना चाहिए और अंग्रेजी से हिन्दी में अनुवाद करते समय रेल मंत्रालय हिन्दी के साथ खिलवाड न करें और अशुद्ध हिंदी में उत्तर न दें, वह मैं आपके माध्यम से प्रार्थना करूंगा कि आप मिनिस्ट्री को डायरेक्ट करें कि वे अशुद्ध हिन्दी अनुवाद न दें ।

†The question was actually asked on the floor of the House by Dr. Ratnakar Pandey.

श्री सभापति : आप क्या चाहते हैं ? वे किस शब्द का प्रयोग करें ।

डा. रत्नाकर पाण्डेय : आपका निर्देश होना चाहिए कि आगे से जो अनुवाद वह हिंदी में दें ...(व्यवधान)

श्री सभापति : नहीं, तो क्या अनुवाद करें, वह आप बतायें ।

डा. रत्नाकर पाण्डेय : रेलवे डिब्बे ।

श्री सभापति : सवारी नहीं ।

डा. रत्नाकर पाण्डेय : सवारी के डिब्बे भी होते हैं और माल ढोने के भी होते हैं ।

श्री बिट्ठलभाई मोतीराम पटेल : जानवर के भी होते हैं ।

डा. रत्नाकर पाण्डेय : इसमें अनुवाद सवारी डिब्बे किया गया है और अंग्रेजी में कोच शब्द का प्रयोग किया गया है ।

श्री सभापति : सवाल में रेल डिब्बे ही प्रयोग किया गया है और जवाब में सवारी डिब्बे हो गया है । यह वह कह रहे हैं । सवाल में रेल डिब्बे हैं और और जवाब में सवारी डिब्बे हैं ।

श्री मल्लिकार्जुन : मान्यवर, भविष्य में पंडित रत्नाकर पाण्डेय जी की सहायता लेंगे ।

डा. रत्नाकर पाण्डेय : अभी मैंने प्रश्न नहीं किया है । मान्यवर, मंत्रालय में अशुद्ध हिंदी का प्रयोग हो रहा है ।

माननीय सभापति जी, मंत्री जी ने उत्तर दिया है कि–(क) ऐसे 60 सवारी डिब्बे हैं जो तीन महीने से अधिक समय से मरम्मत के लिए कारखाने में पड़े हुए हैं ।

(ख) इन सवारी डिब्बों को अगले दो महीनों में दुरस्त करके लाइन पर परिचालित किए जाने की संभावना है ।

मेरे पास यूनाइटेड न्यूज आफ इंडिया की पिछले दिनों की रिलीज की हुई एक खबर है कि––

"More than 150 condemned rail coaches have been reconditioned and pressed into service for the movement."

सचाई क्या है कि तीन महीने में 60 सवारी गाड़ी मरम्मत के लिए गए हैं कुल कितने तीन महीने में बल्कि पिछले कितने दिनों से कितने सवारी डिब्बे, कितने कोचज मरम्मत के लिए गए हैं इसका विस्तृत विवरण मंत्री महोदय दें और इन डिब्बों में काम न लेने के कारण रेलवे को प्रति दिन कितनी हानि हो रही है और किन-किन कारखानों में कितने समय से ये कोचज मरम्मत के लिए पड़े हुए हैं इसका विस्तृत विवरण सदन के समक्ष माननीय मंत्री महोदय आपके माध्यम से रखें ?

SHRI MALLIKARJUN: Sir, out of these sixty coaches which have been mentioned here, nine are accident-damaged coaches and the other coaches are for POH which have been affected by corrosion and require special repairs. These are there for more three months. Between one month and below three months, there are thirteen accident-damaged coaches which are in the workshop—eleven B.G. and two M.G.— and also there are 550 coaches which are for POH which have been affected by corrosion and require special repairs. These are between one month and three months.

So far as details of the coaches which are there in different railway workshops are concerned I can read it out. Central B.G., 28, Southern B.G. and M.G., 3 and 2, Western B.G. and M.G., 13 and 12, South-Central, 20 and 4, North-East Frontier, 17 and 14. (*Interruptions*).

MR. CHAIRMAN: If it is a long statement you can put it on the Table of the House.

SHRI MALLIKARJUN: Sir, he wanted to know the details of these coaches in various workshops. This is what I have to say.

श्री सभापति : वह पटल पर रख देंगे, इतनी देर हाउस का टाईम आप कहां से ले रहे हैं ।

डा० रत्नाकर पाण्डेय : माननीय सभापति महोदय, मेरा दूसरा प्रश्न है कि मारुति, जवाहर लाल नेहरू पोर्ट बोम्बे, हिन्दुस्तान, मोटर्स, महेन्द्रा एंड महेन्द्रा ये सब कंपनियों का ठीक से समयबद्ध और निश्चित तथा सुनिश्चित माल ढुलाई न होने के नाते एक स्पीड लिंक एक्सप्रेस सर्विस जो रोड के माध्यम से चलती है, उसके माध्यम से ट्रेन सर्विस में अनिश्चितता और समय का सही ढंग से माल न पहुंचने के कारण और कोचज का शार्टेज होने के नाते इन्होंने अपना माल ढुलाने का काम रेलवे से बंद कर दिया है और स्पीड लिंक सर्विस रोड व्हीकल से यह काम कर रहे हैं और इससे एक महीने में चार करोड का लाभ रोड ट्रासपोर्टेशन स्पीड लिंक एक्सप्रेस को हुआ है तो क्या सरकार को इस बात की जानकारी है कि रेल की मालगाडियां समय पर न चलने से और सुरक्षा की भावना से मोटर कार बनाने वाली कंपनियां अपनी गाडियों को रेल के बजाए सडक यातायातसे एक स्थान से दूसरे स्थान पर भेजने में प्राथमिकता दे रही है जिससे रेल में हानि के साथ साथ सडकों पर भी ट्रैफिक बहुत बढ गया है, यदि सरकार का सकारात्मक उत्तर है तो सरकार इस बारे में क्या कदम उठा रही है, इसका ब्यौरा क्या है और इनके क्या परिणाम निकलने की संभावना है ?

SHRI MALLIKARJUN: Sir, the question pertains to the repair of the coaches and not to carrying the goods and other things.

डा० रत्नाकर पाण्डेय : आपकी मिनिस्टरी को रेवेन्यू का लास हो रहा है इसलिए मैंने इस चीज को जोडा है । हर महीने 4 करोड आपका जा रहा है ।

SHRI MALLIKARJUN: However, 150 condemned coaches have been converted to carry the Maruti cars for export purposes.

SHRI V. NARAYANASAMY: Sir, the Minister has just stated that the number of coaches which have been lying in the workshop for repairs for the past three months is 60. In our country, the railway coaches are overused. Personally, my experience is that coaches which were built prior to independence are being used in a train which operates between Pondicherry and Villupuram. Those coaches are still used. Moreover, the Ministry of Railways is ignoring the passenger trains and old coaches are being used in them. Therefore, I would like to know from the hon. Minister how many coaches are there for reconditioning in the workshop which are beyond three months.

Secondly, Sir, in the case of coaches for which the dates have expired for the purpose of usage, how many such coaches have they identified and when are they going to recondition them ?

SHRI MALLIKARJUN: Sir, as I have already informed the House, there are 60 coaches which are there for more than three months for repairs in the workshop. So far as over-aged Coaches are concerned, on the Indian Railways we have got over 5900 over-aged coaches. With the production that comes every year and if we do not introduce new trains, Sir, I think it will take two to three years to replace all these over-aged coaches. But, unfortunately or fortunately, every one of us demands a new train and every year, we are introducing new trains. That is how it is becoming slightly difficult to replace the over-aged coaches.

SHRI V. NARAYANASAMY : Why don't you increase the production of coaches ?

SHRI MALLIKARJUN: As far as production is concerned whatever installed capacity is there, we are fully utilising. (*Interruptions*).

MR. CHAIRMAN : Shri Sarada Mohanty... (*Interruptions*)

SHRI V. NARAYANASAMY : They are not making optimum use of the coaches. I want a reply from the hon. Minister for it. I have seen so many

coaches lying idle in the shed. Why don't they increase the coaches to meet the demands?

SHRI MALLIKARJUN : If the hon. friend is peaceful, I can explain. Sir, we have got two cach factories: one is the ICF in Perambur and the other is the RCF in Kapurthala. As far as the ICF is concerned, we have to produce one thousand odd—which is the installed capacity—and every year we are producing one thousand odd.

MR. CHAIRMAN : That is. you are making 100 per cent production, capacity production.

SHRI MALLIKARJUN: Full capacity.

SHRI V. NARAYANASAMY : But the utilisation is not 100 per cent. That is the point.

SHRI MALLIKARJUN : Augmentation of the capacity depends upon the availability of funds.

SHRI V. NARAYANASAMY : Sir, I seek your protection. The Minister is not replying to the point... *(Interruptions)*. All there coaches are lying idle.

SHRI JAGESH DESAI : *

MR. CHAIRMAN : I have called Shri Sarada Mohanty. Mr. Jagesh Desai, I have not called you. Nothing that anybody speaks, except the person who has been permitted to put a supplementary, will go on record.

SHRI SARADA MOHANTY : Mr. Chairman, Sir, a huge quantity of coaches and wagons are lying idle in the yards of the Railways. Is the Government going to recondition them, That is my first question. My second question is if they are not in a position to auction them so that they earn something for the Railways?

SHRI MALLIKARJUN : Sir, I do not follow the question exactly. Can you please repeat it?

*Not recorded.

SHRI SARADA MOHANTY : A huge quantity of railway wagons and coaches are lying in the yards of railway junctions. Are the Government going to recondition and use them? If not, are the Government going to auction them to earn something for the Railway?

SHRI MALLIKARJUN: The Government is not going to auction anything lying in the vands. Sometimes, before entry into the workshop, these coaches which are yet to be repaired are stabled in the yards and they will be taken in. There is no question of auctioning them or selling them.

SHRI KHYOMO LOTHA: Mr. Chairman, Sir, Members from the entire north-eastern region have been demanding the extension of broad-gauge trains with better facilities to travel and better coaches. Despite that there has been no extension of broad-gauge there. The metre-gauge trains which were introduced during the British time, in the 19th Century, are still running and the coaches are very bad, unhygienic and dirty: fans are not working, water is not available and so on. I want an assurance from the Government that pending the extension of broad-gauge to Assam and the entire north-east the existing coaches will be renovated and improved so that they become worthy of travelling by.

MR. CHAIRMAN: You will see that everything is done.

SHRI MALLIKARJUN: Sir, till the broad-gauge is made, at Bongaigaon there is a workshop which deals with the repairs of the coaches. At Dibrugarh 25 coaches and at Bongaigaon 38 coaches have been repaired monthly. We will take certainly the steps... *(Interruptions)*...

SHRI KHYOMO LOTHA: Sir, I am not asking for the number of coaches repaired. I am asking whether they will be improved.

MR. CHAIRMAN: He wants to know whether you will improve them.

SHRI KHYOMO LOTHA: I want that amenities should be improved.

MR. CHAIRMAN: He wants an improvement.

SHRI MALLIKARJUN: Sir, it is our constant effort to improve the conditions of either the coaches or the other services.

Prosecution of persons involved in 1984 Riots

*103. DR. G. VIJAYA MOHAN REDDY:†
SHRI N. E. BALARAM:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have taken a final decision for prosecution of police officials and others who were found guilty of excesses in 1984 riots in Delhi; and

(b) if so, what are the details in this regard and what action Government have taken so far in the matter?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN): (a) and (b): The number of persons prosecuted so far 2,341.

Departmental proceedings are being initiated against concerned police officials.

DR. G. VIJAYA MOHAN REDDY: Mr. Chairman, 7 years have passed. The hon. Minister's reply is very brief. The Ranganath Mishra Commission was set up in April, 1985 to probe into the 1984 riots. Its Report has been accepted by the Government. The Commission had stated that the killings were between 2,307 and 3,874. It listed 19 instances in which prominent politicians took part in the riots. It had also indicated that the Delhi Police failed to act as a professional force and that there was a delay in calling the Armed Forces to control the situation.

MR. CHAIRMAN: Put the question, please.

†The question was actually asked on the floor of the House by Dr. G. Vijaya Mohan Reddy.

DR. G. VIJAYA MOHAN REDDY: In his reply the hon. Minister has stated that 2,341 persons have been prosecuted. I want to know, out of these how many have been convicted, how many have been discharged and how many have been acquitted.

SHRI S. B. CHAVAN: Sir, the number of cases registered is 518, cases filed as untraced 163, cases cancelled 10, cases pending investigation 114, cases instituted in the Court 231, cases resulting in conviction 13, cases resulting in acquittal 103, cases resulting in discharge 7, cases consigned to the record room 14, cases pending trial 94.

DR. G. VIJAYA MOHAN REDDY: Sir, my supplementary is this. Is it true that the Mittal Commission which has gone into case diaries and other police records of the riots has recommended outright dismissal of 6 officers without any need of inquiry, major penalty against 34 and further inquiry into 30 cases? The hon. Minister has stated that departmental proceedings against police officials are being initiated. I want to know the stage at which the departmental proceedings are and why even after a lapse of 7 years the proceedings are not completed.

Second part of my supplementary is this. At least two Government-appointed commissions have recommended registration of cases against Shri Saijan Kumar and Shri H.K.L. Bhagat. After finding them prima facie guilty of taking part in the riots have you filed the FIRs in these cases? If so, why have they not been charge-sheeted before the court of law? What is the reason for delay? By when would you be able to bring them before the court of law?

SHRI S. B. CHAVAN: Sir, the number of police officials against whom the Commission has recommended taking action under Article 311(2)(b) of the Constitution is 6, the number of officials against whom major penalty proceedings have been recommended is 34, the numfer of officials against whom minor penalty proceedings have yeen recommended is one and the number of officials against whom suitable departmental acton or disciplinary proceed-